













# EDMONTON INDUSTRIES NEED YOUR SUPPORT



**Every Dollar You Spend in Supporting Home Industry  
Reverts Indirectly Back Into Your Pocket.**

Do you want a Greater Edmonton? Do you want to see a city of 500,000?  
Do you want an enormous weekly pay roll? Do you want to see Edmonton  
the Greatest City in the West? **A Thousand Times YES!**

Then boost the Industries already working in your midst. Their output compares favorably with any imported product on the market. Put a little patriotism into it when making a purchase; boost Edmonton by buying Edmonton made goods. We need Industries—we need a greater pay roll—we need a greater population—the way to get it is to **Patronize Home Industry.** Here is a page of Edmonton manufacturers whose products are of undeniable repute. **See to it—Boost Them.**

## Support Home Industries

### Made in Edmonton

**TENTS:**

Any shape, size and price.

**AWNINGS:**

Store and House-Awnings and Curtains a Specialty.

**MATTRESSES:**

Ten different kinds. Wholesale and Retail.

### H. H. Crawford

First St. E., South Side.

Phone 3215

**ARE YOU BUILDING?**

Don't Forget to Consult the

### STUCCO ORNAMENTAL Co. Ltd.

Every description of Ornamental Plaster Work.  
Skilled Craftsmen. Estimates Freely Given.

Factory: 757 Namaya Avenue.

Phone 6791



**IT MEETS EVERY TEST**

When Ordering Portland Cement please specify

### "The Certified Brand"

Dealers in Edmonton are:  
W. B. POUCHER, Tel. 4343 and 3940.  
GORMAN, CLANCY & GRINDLEY, Tel. 4563.  
RENDAL-MCKAY & MICHIE, Tel. 71339.  
ALBIP BRICK & SUPPLY CO., Tel. 4524.  
W. H. CLARK & Co., Ltd., Tel. 5205.  
CUSHING BROS. LTD., Tel. 4238.

**Edmonton Portland Cement Co.**  
707 Tegler Bldg. Telephone 2171

## Varsity Beer

BREWED FROM BEST MALT AND HOPS BY

### Strathcona Brewing and Malting Co.

LIMITED

Varsity Brand  
of Aerated Waters

Edmonton

**Insist on Getting It**

### MANY INDUSTRIES IN OPERATION ON EDMONTON SITES

Commissioner Harrison Com-  
piles Statistics Showing 125  
Manufactories Here.

### INCLUDE LINES FROM BREAD TO BRASSWORK

Map Showing Location of Con-  
cerns to Form Portion of  
Exhibit at Calgary

There are 125 manufacturing indus-  
tries, embracing 44 lines, according to  
a compilation just completed by Com-  
missioner Harrison. On a huge map  
hanging on the wall of the commis-  
sioner's office appear the different in-  
dustries and the location of each. This  
map, together with several sets of civic  
plans and statistics relative to Edmon-  
ton and city planning was to the  
Alberta Town Planning and Housing  
association's convention in Calgary  
June 16-18.

The list of industries as compiled by  
Commissioner Harrison is as follows:  
Aerated water, etc. 2; boxes, etc. 2;  
brass foundry, 1; bread and cakes, 6;  
brewers and malsters, 2; bricks, 4;  
cigars, 4; clothing, 2; concrete blocks,  
etc. 2; confectionery, 2; creamery, 2;  
excelsior, 1; foundry and machine  
shop, 4; gravel, 1; harness and  
saddlery, 2; ice, 2; jewelers, 6; mat-  
tresses, 2; millers, 4; glass, 1; packing  
plants, 4; photo engravers, 2; plaster  
ornaments, 1; printers and publishers,  
15; rubber stamps, 1; shoes, doors,  
etc. 10; shoes, 1; saw mills, 2; sheet  
metal works, etc. 4; stone works, 2;  
street paving, 1; tanneries, 2; vinegar,  
3; plating, 1; boats, motor, etc. 4; fur-  
niture, 1; maps, 2; lenses and eye-  
glasses, 1; auto works, 2; cabinet mak-  
ers, 1; paper boxes, 1; fence and wire  
works, 1.

Commissioner Harrison has written  
the managers of the various concerns  
asking information concerning the  
number of employees and the exact  
amount of the weekly payrolls.  
Edmonton is growing rapidly and  
the increase in manufacturing indus-  
tries is a source of gratification to  
those interested in the city's growth.  
The various development committees  
that have been active in the city's de-  
velopment are largely responsible for this  
satisfactory state of affairs and those  
men are to be heartily commended.

### The North West Granite & Marble Company

NEAR HIGH LEVEL, BRIDGE, SOUTH SIDE.  
Phone 31575. Corner 109 Street & 86 Avenue N. West.

Our Business is Monuments. Manufactured of  
either Granite or Marble; best of material, best work-  
manship and lowest prices.

### THE Edmonton Iron Works

LIMITED

**Machinists, Founders,  
Blacksmiths and Boiler  
Makers**

We carry a full line of—

STRUCTURAL STEEL,  
I BEAMS,  
CHANNELLS, ANGLES,  
H. BEAMS, Etc., Etc.  
PULLEYS, HANGERS,  
COLLARS, SHAFTING,  
BELTING, Etc., Etc.

We manufacture all kinds of GREY  
IRON CASTINGS. Complete assort-  
ment of Machine and Carriage Bolts,  
Set Screws and Cap Screws.

Estimates furnished for Structural  
Steel for buildings and bridges.

### The EDMONTON IRON WORKS

LIMITED

KINISTINO AVENUE AND CLARK STREET.

## Support Home Industries

### Maple Flooring

(BEAVER BRAND)

### W. H. CLARK & CO., LTD.

Factory: 9th and Peace; Vards: 9th and Mackenzie; Phone 1218  
Phone 4076 30th and Green; Phone 81347  
Head Office: 9th Street; Sales: Phone 4366



### CAPITAL WANT ADS ARE REAL BUSINESS MAGNETS

### PARK LUMBER AND PLANING MILLS LTD.

**Sash and Door Factory**

Bank and Store Fixtures  
Wholesale and Retail Lumber  
Hardwood and All Kinds  
of Interior Finish

Cor. 80 Street and 114 Avenue. Edmonton, Alta.  
Telephones 71671; Manager & Accountant 72014



# SPORTS

Edited by Cliff Dunham

## MOOSE JAW VS. EDMONTON TODAY JOHNSON-MORAN CHAMPIONSHIP BOUT

# SPORTS

Sport Phone 1166

### FRANK MORAN BATTLES AGAINST JACK JOHNSON IN PARIS TODAY

Though the Betting Public Has Made Champion Heavyweight Favorite, Pittsburgh White Boy Expresses Confidence in His Ability to Wrest Crown From His Black Rival.

Courageous as a lion and determined to succeed in the task which he has set himself, Frank Moran is ready to tackle Jack Johnson in a hand-to-hand contest for the premier honors of pugilism.

Stung, too, under the fire of criticism, Moran will enter the contest supremely confident of emerging victorious, too. He appreciates fully that it is at stake, what a triumph will mean and its subsequent spoils. His plan of battle has been carefully prepared and he knows just what he ought to do to the minute the bell rings.

"I am matched to fight Johnson," he said, "and I sincerely believe that I will bring the heavyweight championship back to the white race, where it belongs."

While the majority of critics believe that Moran has overstepped the bounds of propriety on this occasion, sentiment is with Frank and everybody who has the good of the game at heart is anxiously awaiting word of his success, and hopes, though he admits the odds are against him, that fate will deal kindly with him.

There are scores of reasons to advance for a probable Moran victory and just as many to support Johnson's chances in the impending encounter, which wraps up much of the champion's life of dispatch holds for the white man's contingent practically all there is to their hope. If a long career among the bright lights has caused Johnson to deteriorate as far as reports aver he has, prospects of an ultimate Moran triumph are materially brightened and a new champion may be established before darkness settles over the area wherein this battle is waged this afternoon.

These years of wild and riotous excess, however, are strenuously denied by Johnson as frequently as they are told, and each time the black champion protests that he is as good now as he was the day he jawed Jeffries, a blow to the Caucasian race that cast it into gloom which never has lifted.

Nature itself, though, is against any such thing. It will be remembered that, in the Jeffries' camp, caused similar stories to emanate from Jim's training quarters when he was preparing for Johnson. How reliable the information was Jeffries' real opinion proved as he stepped into the ring that day, a mere shell of his former self.

Johnson is older by nearly a year than the Californian was then and his method of existence has been more wearing on his system. Can Johnson, then, prove to the world that he is the same man who whipped Jeffries, or is he now designed to create interest in the match, and consequently, further enrich himself through the box office?

There is no intention to take anything from Johnson's past fight with nature. In four years, particularly when those years were fraught with unlimited pleasure directly against the life-making should lead.

In Moran, Johnson will meet a stout-hearted youth who is fired with confidence and ambition. Blessed with a remarkable physique and nature's invincibility, Frank is, perhaps, as well fitted to encompass Johnson's downfall as any white man living. His career, the questioners agree, while not studded with as many brilliant performances as some who have come, lingered and passed in before him, is a creditable one.

May Realize It, Too.

Some feeling prevails, too, that Johnson will come to realize the fact

### GREAT RUNNER CAN'T INSURE HIS WEAK HEART.

It developed in New York that Hannes Kolehmainen, the wonderful distance runner, who called the other day for Finland, where he will spend the summer, can't get any life insurance. He has been rejected on the ground that he has a weak heart.

Other crack athletes who were advised at different times to quit running if they did not wish to shorten their lives are Mel Hughes, John Paul Jones and Captain Henry Parkhouse. Though Kolehmainen could not pass his life insurance examination, his rubber, George Kovisto, went through with flying colors.

### POLOISTS ARRIVE HOME WITH TROPHY

Believe There Will Be No Quest by Americans Next Year.

London, June 27.—The polo came back to English soil today with Lord Wimborne and the British team, arriving on the Olympic. For a short time the cup was inconspicuous among the piles of baggage at the Paddington station, but it was duly conveyed to Lord Wimborne's house, where eager friends welcomed the lord. Lord Wimborne said:

"The Americans are fine sportsmen. The reception by the press of the English victory was fine and made no excuses about the defeat, straightforwardly admitting the superiority of the English team. I always said we had a sporting chance."

"The two practice games convinced us we ought to win. We had better points and scored but with us from the time we left England. The fortunes of a polo game are always in the nature of a happy accident."

Lord Wimborne doubts there will be an American quest for the trophy next year, but he believes the Americans are temporarily heart-broken over the defeat.

### BOYS WILL BE TAUGHT TO SWIM AT LOCAL Y.M.C.A.

The Y.M.C.A. Boys' Division will conduct, as usual, their annual free swimming lesson campaign for Public and Separate school boys over 12 years of age during the mornings of the holiday season. During the school season the boys of the schools adjacent to the association were instructed in the art and as a result there is scarcely a boy in the High School or at Queen's Avenue who cannot swim. These campaigns, however, will be continued until every teen age boy is taught, and in addition to this, an hour will be set aside to teach a limited number of boys from each school, the life saving drill, so that when the public baths or Public school baths are secured, the Supervisor will have sufficient trained volunteer help to carry on a successful piece of work. Parents are asked to take notice and send their boys down to the Y.M.C.A. today to register and be assigned a lesson hour. Each boy should provide himself with a towel and as far as possible water wings, with his own name marked on with indelible ink. South side boys will be welcomed as well as North side boys. More than 100 boys took advantage of these classes last year, 58 attending regularly and 44 learning to swim.

### WINNIEP GOLF.

Winnipeg, June 27.—St. Charles Country Club defeated the representative of the Minneapolis club, of Minneapolis in the annual inter-club golf match here yesterday by 35 points over all.

### MAROONS BEAT FARGO 11 TO 5

Pitchers of Both Teams Were in Troubled Waters at Times

Winnipeg, June 27.—Winnipeg again triumphed in a somewhat lopsided game here last night, the final score being 11 to 5. Only in one inning, the seventh, were the visitors able to score when they knocked Barr out of the box and scored five runs before Doty could shut them out.

Drucks started for the visitors, but after hitting four men and walking two, Doty cracked out a homer, with the bases full, after one run had already been made.

### BIG LEAGUE STANDINGS

Western Canada League	
Saskatoon	21 755
Moose Jaw	24 250
Medicine Hat	24 250
Regina	21 250
Edmonton	20 247
Calgary	20 247
National League	
New York	35 212
Cincinnati	21 237
Chicago	21 237
Brooklyn	21 237
Pittsburgh	21 237
Philadelphia	21 237
St. Louis	21 237
American League	
Philadelphia	37 240
Chicago	36 236
Detroit	36 236
Washington	33 232
Brooklyn	31 228
Chicago	31 228
New York	28 225
Cleveland	28 225
Federal League	
Indianapolis	31 246
Chicago	31 246
Baltimore	31 246
Buffalo	29 232
Kansas City	30 237
Brooklyn	24 204
Pittsburgh	20 232
St. Louis	20 232
Canadian League	
London	17 665
Ottawa	16 651
Edmonton	14 623
Regina	14 623
Toronto	19 675
Brantford	18 623
Familton	18 623
Peterborough	18 623
International League	
Baltimore	42 226
Rochester	37 204
Buffalo	36 204
Providence	34 202
Toronto	30 204
Montreal	22 189
Newark	24 213
Jersey City	21 213
Northern League	
Winnipeg	34 152
Grand Forks	31 143
Virginia	25 143
Duluth	25 143
Fargo	24 140
Winnipeg	21 142
St. Paul	19 141
Fort William	18 137
Northwestern League	
Vancouver	47 246
Seattle	47 246
Spokane	41 207
Portland	37 242
Victoria	34 362
Tacoma	36 48 356

### FUT YOUR MONEY ON THE PALE FACE

Paris, June 27.—If one took Frank Moran's statements seriously there is nothing to the Johnson-Moran heavyweight weight championship fight, but a victory for the Pittsburgh mauler.

### COLUMBIA WINS BIG BOAT RACE

Pennsylvania Second and Cornell Third—Winnier's time 19:37-4-5

Poughkeepsie, N.Y., June 27.—After a thrilling four-mile triangular struggle between Columbia, Pennsylvania and Cornell, the Columbia University crew won the premier race of the 20th annual regatta of the inter-collegiate rowing association by a length. Pennsylvania finished second, defeating Cornell by the length of its shell, with Syracuse, Washington and Wisconsin taking the swash of the leaders in the order named. The official times of the crews for the four miles were as follows: Columbia, 19:37-4-5; Pennsylvania, 19:44-1-5; Syracuse, 19:59-2-5; Washington, 20:01-2-5; Wisconsin, 20:20. Columbia's victory, coming as the result of a desperate and sustained spurt in the final half mile, prevented Cornell in all probability from sweeping the river, for the Ithaca crew was completely exhausted in trying to hold the visitors, that they faltered and slipped back into third place at the finish. Better for the Columbia crew, however, was the junior "Nativity" and freshmen eights, each combination in turn winning its race in an impressive fashion.

The real surprise of the regatta was the remarkable showing of Pennsylvania. While the Quaker eight was not a good race, the possibility of the red and blue winning was dismissed without a discussion. Yet the crew coached by Vivian Nickalls, the famous English oarsman and former member of the Oxford University eight, sprang a surprise just as his brother, Guy Nickalls, Yale crew, upset tradition and won at New London one week ago today.

From the very start the Pennsylvanians were a decided factor in the race, rowing a deliberate but powerful and finished stroke. They finished more like a machine than a combination of oarsmen, rowing steady and true, while Columbia and Cornell were fighting like wild men for the lead.

### JOINS DETROIT TIGERS

Clinton, Ill., June 27.—The Detroit Americans have purchased pitcher Smith, left-hander, from the local Central Association club for \$2,500. It was announced yesterday. In the season which has run for about a month, Smith has won six out of the ten games he has pitched and has struck out 56 batters. He will report to Detroit when Manager Jennings wants him.

### CHANGE IN POSITION HAS MADE SOME REAL BALL STARS

Wagner, Lajoie, Collins and Wallace Are Among Luminaries of Baseball Who Have Been Switched With Great Benefit.

Harry Wagner, who for many years has been the shortstop and prop of the Pittsburgh team, never started his career in that position, writes James C. Leasing in the North American. When he joined the Louisville team back in 1887 he was an outfielder. Subsequently he was switched to second base and first base.

In 1910 he had his first experience as shortstop in Pittsburgh and in that season and the next he moved from short, first to the outfield. It was not until 1912 that the portfolio was turned over to the Pittsburgh manager as a fixed post, and he has since then been no other shortstop ever did.

Wagner is still good enough to play the outfield as long as he is able to use two legs he probably will be found at the spot.

Harry Lajoie, who is Wagner's twin in fame, is still covering second base for Cleveland and is the same graceful performer as he was in years gone by. But Larry never started as a second baseman. When he joined the Philadelphia Athletics, he covered first base. He played thirty-nine games that season. The next year he played both first base and second base.

It was in 1908 that Lajoie was told to guard the keystone sack, and he has been doing exceedingly well ever since. In 1911 Lajoie went back to first base again, but Cleveland soon switched him back to second base. Lajoie is again absorbing crowds at the midway station this season and, like Wagner, has a lien on the position.

Harry Wallace is still good enough to intercept base hits on the St. Louis American league team's shortstop field. He is the last survivor of a great brown race that included Powell, Burdett, Stone, Howell, Horn, Hemphill and several others.

Wallace began his major league career eighteen years ago, the year Lajoie broke in. He wasn't a shortstop then, not even an infielder. He was a member of the Cleveland team's pitching staff. Cleveland in those days was in the National league. Its manager was Pat Devine, a leader of much force and ability.

One season "Chippy" McCarr, the veteran third baseman of the team, had a lame arm, and as Wallace was short of material he had to press a pitcher into action. He needed young Harry and Curry for regular and Curry for regular work on the mound, so he had to choose from one of his younger curvers. He picked Wallace and it was one of the greatest strokes of fortune he ever made, for in a month Wallace had heralded the wonder of baseball.

Harry Weldon, sporting editor of the Cincinnati Enquirer, one of the best writers of the old school of sporting writers, dubbed him "Wonderful Wallace," and the name stuck to him for years.

Later in his career, Wallace was switched for the second time. He was sent to shortstop and once again he was equal to the change, for in his new position he won even greater fame as a third baseman. Wallace is not as nimble as he used to be, and last season he was on the bench most of the time while the Browns experimented with youth.

Branch Rickey soon found, however, that he couldn't find anybody as dependable as Wallace, and this spring he restored him old post to him. "And he's there to stay," declared Rickey.

Swap of Mackmen  
Eddie Collins, the king of second basemen, at first never thought he was destined to shine in the position. He started with Connie Mack as a shortstop and it is only truth to say that he did not exactly make fans for about a month, Smith has won six out of the ten games he has pitched and has struck out 56 batters. He will report to Detroit when Manager Jennings wants him.

He was also tried in left field with varying success. It was not until 1906, the season that Shille Park opened, that Collins found his true forte. Mac made one of the shrewdest moves of his life when he sent young Collins from right field to second base and

Danny Murphy from second base to right field.

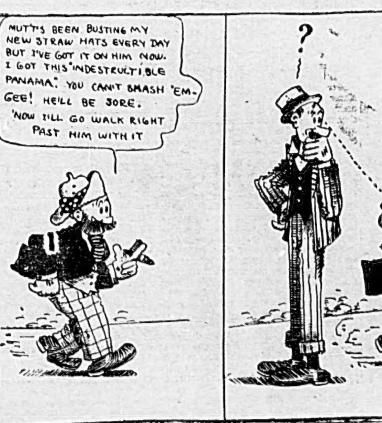
Collins became the best second baseman in the country, and Murphy, who was going back as an infielder, had a new lease of life as an outfielder. Dan played ten months ball until he broke his ankle at the White Sox park in 1912.

Charlie Herzog is trying a new position this season, in addition to the managerial post that he is filling for the first time. According to reports from Cincinnati, Charles is making good in Joe Tinker's old patch. Herzog has been a third baseman most of the time in these days in New York and Boston.

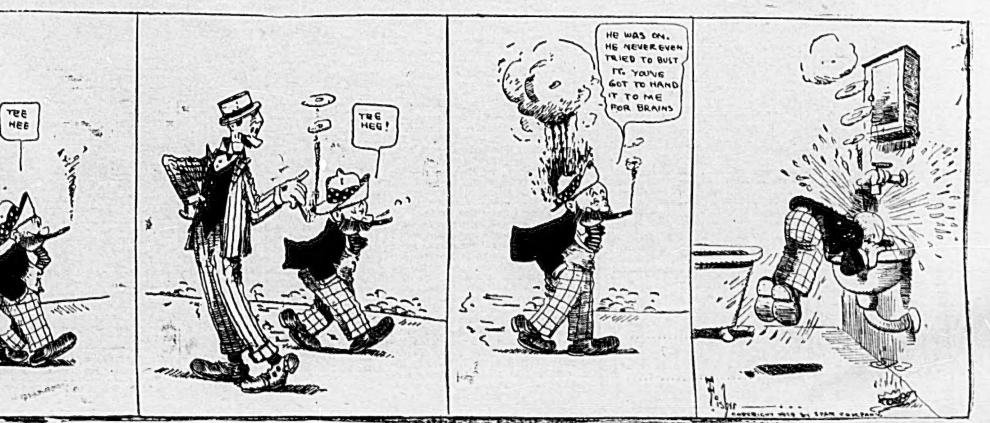
Larry further has made good in two infield positions. When he came out with the Boston team, it was as a second baseman. He covered his position with distinction, but in 1912 he was moved to third base, where he repeated the success.

Larry Egan, late of Cincinnati and now a member of the Brooklyn team, is another veteran. His position has always been second base, but when he joined the Dodgers he found that second base was filled and shortstop vacant. Manager Robinson, of course, assigned him to the short field, where he has been doing exceedingly well. Helme Zimmerman has been a second baseman and third baseman for old base was filled and shortstop vacant. Manager Robinson, of course, assigned him to the short field, where he has been doing exceedingly well.

### Jeff Had To Take To Water



### By "Bud" Fisher











## PLAN TO TRACE STOLEN AUTOS IS PERFECTED

New York State Automobile Association Forming Plan.

The New York State Automobile Association is completing the organization of a protective bureau, the purpose of which shall be the prevention of automobile thefts and the recovery of stolen cars. With the affiliated clubs, its thousands of members, hotels and garages and the co-operation of the chiefs of police throughout the state, New York will soon be a poor hunting ground for automobile thieves.

This bureau has been instituted because of the alarming frequency of automobile thefts, and with the great resources of the State Automobile Association it can be one of the most successful allies to the police in putting the automobile thief out of business.

According to the plan which has already been formulated, the members of the affiliated clubs of the organization have been requested to telegraph a full description of their cars to the headquarters of the association in New York the moment they learn of its disappearance. The names of hotels, garages, motels with garages, machine and paint shops, and all such other places where an automobile thief is likely to go are being catalogued for this purpose. The first act of a thief is to change the identity of the stolen car. About this act much of the activity of the bureau will center. The first move of this bureau will be the sending out of a notice of a car of one of its members.

This is the basis of the plan. Much of the activity of the bureau will depend upon the circumstances of each individual case. The full report of the bureau will be formally presented in the next issue of *Motor*, the official publication of the New York State Automobile Association.

Thus far it has been determined that a state association will have a fixed offer of reward in addition to whatever reward the individual or club may offer for the recovery of the stolen car and the arrest and conviction of the thief.

This bureau is but one of the many activities for the benefit of the members of the State Association. Walter E. Flak, secretary of the State Association is at its head.

## GASOLINE GOSSIP.

### Prevention Is Best Way.

Dust is often a factor in preventing the removal of nuts which have been subjected to moisture. In this case the application of a little heat, either from a gasoline torch or from some gasoline which has been soaked up in a piece of cotton waste and wound about the nut, will aid the refractory member. Prevention in any case is better than cure, and if the thread is coated with graphite before tightening it will always be less removable and will never give any trouble in the direction of rust.

### How to Locate Tacks.

A tack may project through the casing so slightly that it can hardly be seen, and the head may be worn off of the outside. This makes a very persistent and troublesome tire trouble. Wiping the interior of the casing with a cloth will locate the point.

Oil in tires is a thing to be avoided. One way is not to use any oil on the plunger of a hand-tire pump. Rather use dry graphite in small quantities. Even too much graphite is to be avoided because of the possibility of clogging the valve.

Overpriming Is Common. It is a common fault to overprime a motor. Too much raw gasoline injected in the cylinder is just as bad as not enough. About a thimbleful is sufficient to facilitate starting.

## AUTO NEWS AND NOTES.

The Lincoln highway between Elko, Nev., and Salt Lake City, Utah, has been shortened by more than 30 miles. This is over a flat desert country, and with the present straightened route permanently hard-surfaced the local drivers say that 100 miles an hour will be possible for long stretches, if the cross-country tourist is fortunate enough to have a car capable of such speed.

### Keep the Strainer Clean.

In most every gas line there is a strainer or tap either in the line itself or at the base of the carburetor. Few persons think to clean this occasionally before trouble is encountered. The present day fuel contains more or less waste matter, and trouble with the carburetor can be eliminated by cleaning this trap or strainer occasionally.

### Hesitation Motoring.

"Hesitation motoring" is all the rage in San Diego, Cal., where owners and dealers are combining efforts to demonstrate flexibility on high gear for their various cars. At present the lightweight Studebaker "Six" of Warner M. Bateman holds the record performance, with a mile in 23 minutes, 33 seconds, officially timed. The test was over level streets and was done without slipping the clutch.

Two and one-half miles of forest trees are being planted along the Lincoln Highway by the land owners east of Kimball, Neb. These trees are being planted about two rods apart, making a total of about 400 trees.

### That Grinding Sound.

The most common cause of a grinding sound in a motor is gears meshed too tightly.

### Pinned Inner Tubes.

Pinned inner tubes usually are caused from the tires being under pressure and not fitting snugly to the rims.

JOSE M. PAUX, of Bedford, Ind., is planning to start about the first of July on a motorcycle trip to Milwaukee.

## SAVING IN FUEL BILLS RESULTS IN FORD SALES

Municipalities Finding Gasoline Costs Too High for Big Cars.

Ford, Ont., June 27.—Several Dominion cities are experiencing the woes of individuals who find their garage bills too high. The result is that they are instituting reforms by substituting light cars for heavy ones. Earlier in the history of the automobile industry there was not so much attention paid to the question of economic maintenance and upkeep, especially by amount city officials.

When the latter wanted cars they let their commissioners buy the big fellows that look fine, but cost very heavily. Now, however, buying and running an automobile is a business proposition; people, even city officials, realize that some cars may run more economically than others and yet do the work required of them.

Calgary is a case in point. This city has had a fine fleet of cars—big, big machines, but of the large, heavy type. Also Calgary has a garage bill for fuel and car averaging \$1,500 a month. The city decided the other day this was altogether too much money for this purpose, so the commissioners voted to sell the big cars and buy Ford runabouts. It is stated by one of the commissioners that the garage bill for repairs, maintenance and upkeep will be cut in half.

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## OVERLAND SIX FOR NEXT YEAR PROMISES MUCH

Nominal Figure Asked for This Newest Model of Overland Car.

An announcement of more than usual interest to the general automobile trade and the public, but particularly to the many dealers who handle Overland cars, has just come from J. N. Willys, president of the Willys-Overland company.

So quietly that even the intimates have had no inkling of Mr. Willys' plans, Overland engineers have for the past season been developing and testing a new, seven-passenger Overland which, in points of value, equipment, and price, bids fair to outclass anything that has been offered heretofore or will be offered in such surprising measure for some time to come.

In spite of the production of 50,000 cars, this year, the demand for Overland cars, it is said, has been so great during the season just drawing to a close that the principal difficulty of the dealer has been to obtain a plentiful supply of Overlands.

As announced some time ago, Mr. Willys will materially increase his production of four-cylinder models for 1915, while the new six-cylinder Overland, whose preparation has been so carefully guarded, will, for one thing, serve the purpose of giving Overland dealers a line of cars so complete and inclusive as to enable them to satisfy the varying demands of their customers with the product of a single manufactory.

After having been passed upon by Mr. Willys and his sales staff, the production of the new six will increase with the usual Overland elasticity, so that an adequate supply of them will be ready for the market in the late summer or early fall.

The six-cylinder addition to the Overland line will retail at \$1475.00, at which figure it has all the appearance of a record-breaking value that is unobtainable to any but an old and well-equipped, quantity-purchasing manufacturer like J. N. Willys.

In appearance the Overland Six is stylish and impressive, and according to the manufacturers, a revelation in service. The wheelbase is 125 inches.

The long stroke motor is rated at 47-50 horse-power, the "handsome streamline body seems to indicate freedom and power. Tires are 35x5, of demountable rims, and every modern automobile convenience, such as self-started, electric lights, etc., have been incorporated in the liberal specifications.

## RENE THOMAS IS ENTHUSED OVER COLE AUTOMOBILE

Indianapolis, Ind., June 27.—Fresh from his victory in the 600 mile classic, the breaker of all records for the distance, and the recipient from the Indianapolis motor speedway of a check representing a substantial fortune, Rene Thomas, winner of the great American automobile contest last fall, is telling why American manufacturers could not at the present time compete with foreign race car builders.

Though he needed an interpreter to translate his language, the intrepid French driver's enthusiasm could be understood anywhere.

"Specialization," he shouted, "How can an American make the best specialists? We have a big, heavy type, a race machine, with ze regular hurried up, half, what you call, stock car. You must make cars with the engineering skill of the watch maker, from now on, and quit working like brick builders. See my little belage—she is better than what you call her—the Howard watch."

"American makers must know that the race car and the road car," Monsieur Thomas continued, "are two distinct types of machines. What will give you substantial speed on an even, regular course might not do at all on your American roads. Then too, you must learn that a big motor means nothing. The trick is to develop high speed. You have been building petrol-bull-dogs instead of petrol grey hounds. Do you get the difference?"

Monsieur Thomas then told how he had been using, since the race, a four cylinder Standardized Cole.

"This Cole outfit," he laughed, "if they applied the same methods to race car building that they have applied to road car building would make France rue. They build a machine and call it The Standardized Car. They mean that every part is built by what you call the greatest specialists. That's specialization. Perhaps Monsieur Cole can make more money building road cars than race cars. I would not be very much anxious to decide to build the standardized race car with specialists work all the way through."

Monsieur Thomas congratulated J. J. Cole, president of the Cole Motor Car company on the new runabout, a quiet Cole Ford, which the latter loaned him during the Frenchman's stay in Indianapolis.

"It is very grand," he said through his interpreter. "There is a big market for such a car in France. Your price is ridiculous—what to you, all it is—reasonable, judging from the workmanship and engineering."

### Silence and Easy Riding

An occasional lubricating of the innerleaf contact parts of the springs will quite materially increase the easy-riding quality of a car as well as eliminate noise.



\$1250—Completely equipped  
\$1475—With electric starter and generator  
Price, f. o. b. Hamilton, Ont.

## \$1500 worth for \$1250

—And a better car in the bargain

ALL values are judged by comparison. You size up the worth and quality of any one article, by comparing it with several other similar articles. Then, and only then, you are in a position to make the most practical, intelligent and economical choice.

Therefore, before you choose your automobile, carefully compare the specifications, quality and equipment of the \$1250 Overland with the description of any of the \$1500 cars. You'll find no material difference.

For instance:

The \$1250 Overland has a wheel base of 114 inches. A wheel base of 115 inches has even a shorter wheel base than this.

The \$1250 Overland has a thirty-five horsepower motor. Do you know of any \$1500 car that can give you more power?

The \$1250 Overland has 33 inch x 4 inch tires. Again the same—in both size and quality—that you find on most \$1500 cars.

The \$1250 Overland has electric lights throughout—exactly the same as any of the highest priced cars.

The \$1250 Overland is as roomy, comfortable and as luxuriously finished as any \$1500 car.

The Overland equipment is just as complete, and of just as high a quality as the equipment of any \$1500 car.

The steel used in the Overland are of the very highest grade; in fact the metals and materials used in the Overland

are of the same quality as those found in the most costly cars in the world.

The Overland is just as accurately and precisely produced as any car on the market—regardless of price.

The more you compare this \$1250 car with cars costing \$1500 and even 40% more—the more you are brought to realize that to pay more than \$1250 for this type of car is absolutely unnecessary.

The Overland costs you less, because of our greater production.

Other manufacturers must charge you more, because of their smaller production.

And that is why the Overland is outstanding over every other similar car made. Over 5000 Overlands a month are being delivered right now.

Telephone our dealer for your appointment.

The Edmonton Garage, Ltd., Distributors, 627 Twenty-first St.

The Willys-Overland of Canada, Limited, Hamilton, Ont.

Distributors of the famous Overland Delivery Wagon, Overland and Willys Utility Trucks. Full information on request.

## LONG AUTO TOURS PROVING POPULAR

2,000, 3,000 and 5,000 Miles Promise to Be the Rage, Say Ford Officials.

Judged by the inquiries at the Ford factory for road conditions, and the thousands and ones tourists want to know, it is almost certain that touring—long-distance touring—is to be more popular this year than ever. From all corners of the United States come indications that the two, three and five thousand-mile automobile trip is going to be strictly the thing this season.

Those who live in the east are planning trips west, those who live west are planning trips east, and those who live north are planning trips south. At any rate, right now there are probably more tours in anticipation than at any time since the automobile has come into practical use.

These deductions are necessarily

made from the touring inclinations being shown by Ford owners. The thousands of cars of the Ford have discovered that it is almost as economical to go touring as it is to stay at home. Ford owners succumb to the lure of the "open road." Owners have taken trips ranging in length from 1,000 to 10,000 miles to find at the end that it has cost them, all told, less than two cents per mile to operate their "private transportation line."

Some take their way leisurely between towns and "put up" nights with in the hotels, while others prefer to carry complete camping outfit, and make the tour a camping trip as well. Thousands upon thousands of Fords are sold every year, and the sounds upon thousands of new owners are thus added to the lists of tourists. For no matter for what purpose the car is purchased, at some time or other, by the very nature of things, it is bound to serve as a "touring" car.

Road conditions throughout the country are steadily improving, and thus each succeeding year finds more routes available to the tourist. This improved condition of the roads may be explained in part by the fact that every sale of an automobile is bound to add at least one more ball to support of the good roads propaganda.

## GARAGE DOOR IDEA—EASY OF OPERATION WITH WIDE OPENING

The question of what kind of a door to use in the new garage is something perplexing. Ease of operation, width of opening, security and other features are all essential.

Four doors each two feet wide, are arranged by means of hinges and a roller rack, so that when folded back they permit an open space eight feet six inches wide for the ingress and egress of the machine.

When closed, it is first necessary to push each set of doors about three inches to one side in order to release them from the holding plates. It is then possible to double them back upon their hinges and fold them against the wall out of the way.

This leaves nearly the entire front of the garage open. When the two sets of doors are brought together at the center, and the lock is sprung, the door cannot be opened either by force or by means of a key. They may be locked, or unlocked from the outside quite as easily as from within.

## CADILLACS ARE PURCHASED FOR USE AT FUNERALS

The ever-widening adaptability and application of the motor car is being illustrated each day, and perhaps one of the most striking and significant advances made is the adoption of the automobile for the funeral cortege.

Now that perfection of mechanical construction has been practically realized, funeral directors are beginning to appreciate the advantages of motor transportation in their line of business, especially because of dignity, comfort and time-saving virtues.

A case in point recently occurred in Baltimore. In that city last month the Cadillac distributor sold 30 cars in one order to two funeral directors. Each firm will have a motor hearse and four Cadillac eight-passenger limousines, each by a unique arrangement each firm can command an equipment of the eight limousines.

Occupants of these cars will ride in comfort—even luxury—protected from inclement weather and, while proceeding with all the dignity the occasion demands, will yet save, in Baltimore, one hour and a half in going to and from the cemeteries.

Urban and interurban men find the Ford a faithful friend. For the quick trip into town—for the leisurely ride through country-side—for business—for pleasure—anywhere—everywhere—the Ford serves best. And it's light, right, dependable and economical—besides the Ford service always.

\$615 for the runabout; \$745 for the touring car and \$975 for the town car—60 h. p. Edmont, Alta., complete with equipment. Get catalog and particulars from:

**The Freeman Co., Limited**  
LOCAL DISTRIBUTORS:  
630 Second Street, Edmont. Phone 1972













# HAPPY HOOLIGAN

He's Now a Friend of the Whole Royal Family.

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